

2-D Saturday, December 14, 1991

The Topeka Capital-Journal

Money needed for earmarked road projects

By BARRY MASSEY
The Associated Press

WASHINGTON — Newly approved federal highway legislation is causing multimillion-dollar headaches for the Kansas Department of Transportation, and cities across the state will end up losing money because of one provision.

Kansas officials said Friday:

- The state faces the prospect of finding between \$100 million and \$200 million to fully pay for projects earmarked for construction by members of Congress in the road bill.
- Cities across the state will receive \$18 million less in federal road money because

of a provision by Senate Minority Leader Bob Dole, R-Kan., that directs the money be spent on two road projects. Wichita and the Kansas City area are the biggest losers.

Mike Johnston, Kansas secretary of transportation, said Friday he wasn't upset with the congressional delegation. However, he said the legislation illustrated the problems of lawmakers deciding where to spend road money instead of letting the state decide.

"I don't say this disparagingly. It is simply a very good example of raw political power," Johnston said.

President Bush is scheduled to sign the highway legislation into law Wednesday.

Members of the Kansas congressional delegation succeeded in setting aside nearly \$150 million in the bill for about one-half dozen road projects in the state.

However, that isn't nearly enough to fully pay for all of the construction work. The Kansas Department of Transportation must decide how to make up the shortfall.

And in several instances, the earmarked projects picked by Kansas lawmakers were ones the state didn't plan to build in the next several years. That means the state must initially rob Peter to pay Paul.

"To the extent that some arbitrarily jump to the head of the class, then other projects of course have to wait and may never be done," Johnston said in an interview.

The state established its spending priorities for road projects in 1990 with an eight-year program for \$3.3 billion in highway construction. But the federal highway bill threatens to change the timing of construction work planned under the state's comprehensive road program.

The state will lose federal money for the earmarked road projects if it doesn't move ahead with them by making up the shortfall and providing matching money. In general, the state and local governments must provide 20 cents for each \$1 of federal money spent on a road project.

Johnston said the state was still trying to determine how to proceed with the earmarked projects. But he expressed confidence the state would come up with the money to finish all of the projects it had planned. Some may be delayed, however.

Dole pledged Friday to try to obtain more federal money from Congress in the future to help fully pay for and complete the earmarked projects.

Most cities in Kansas will receive less highway money because of a provision Dole included in the legislation. It sets aside \$73.6 million for a new highway bypass in Hutchinson and widening US-81 to four lanes from

Belleville to the Nebraska border.

Cities over 5,000 population would have automatically received a portion of the \$73.6 million had it not been earmarked for the two road projects, state officials said.

The state estimated the Kansas City metropolitan area, which includes several counties, would have received about \$3.6 million of the money without the Dole provision. The Wichita metropolitan area would have received about \$2.3 million. The Topeka area would have gotten about \$950,000 and the Lawrence area nearly \$480,000.

Dole defended his selection of the projects and said they would provide a big economic boost to large sections of the state.

He said his office had talked with local officials before seeking the federal money. Johnston said the state wasn't consulted. The state didn't include the two projects in its 1990 comprehensive highway plan.



Sen. Bob Dole



Michael Johnston

Sunday, December 15, 1991 THE DENVER POST 5A

Dole, Gingrich duke it out verbally in entertaining feud

By Angella Herrin
and Nolan Walters
Knight-Ridder News Service

WASHINGTON — Amid the tax-cut frenzy on Capitol Hill these days, it can be tough to remember who's fighting whom: Democrats vs. Republicans — or just Republicans squabbling among themselves.

That's because the tax-cut issue has thrown a spotlight not only on a continuing rift in the Republican Party but also on one of the longest and, to Democrats, most entertaining feuds in Congress:

The one between Senate Republican leader Bob Dole of Kansas and House Republican Whip Newt Gingrich of Georgia.

■ Dole on Gingrich: "The Gingrich who stole Christmas."

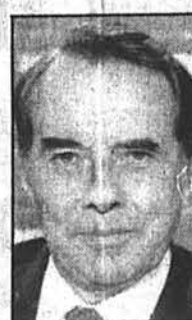
■ Gingrich on Dole: "A pre-Reagan Republican."

■ Dole on Gingrich: "Just cut taxes — if that isn't the easiest cop-out ever. Newt knows better."

■ Gingrich on Dole: "Senator Dole placed a higher value on not being in session. I placed a higher value on fighting for tax cuts and fighting for economic growth."

This is not the sort of collegiality usually expected between the No. 1 Senate Republican and the No. 2 House Republican. But to many observers, it suggests more than just policy differences.

"There's all kinds of basis for antagonism between these two, in-



Dole



Gingrich

cluding the fact they are in different houses of Congress, from different political generations and take very different approaches to getting things done," says Thomas Mann, a scholar at the Brookings Institution.

"But from watching them, sometimes it just looks like they hate one another," Mann said.

As with past explosions, the current spat deals with how best to handle the economy.

Gingrich is a supply-sider who believes that tax cuts spur investment and bolster the economy. Dole worries that tax cuts will boost the deficit and further hamper the economy.

But it doesn't take a code-breaker to read something more into their jobs.

"I represent more of a risk-taking, younger, Reagan-style approach, I think," Gingrich says.

"I am much more oriented toward the country and trying to force Congress to change, and I think he's much more oriented toward Capitol Hill and trying to explain congressional reality to the country."

Dole, meanwhile, bristles at the role of the old-fashioned insider.

They hit a new level of animosity when Gingrich called Dole "the tax collector for the welfare state" back in 1984, a crack that still causes Dole to sizzle when talking about supply-siders, his staff says.

"I haven't seen the supply-side miracles happen yet," Dole said. "To me, that is smoke and mirrors."

Considering their very different political backgrounds, maybe it's no surprise that they don't agree.

Gingrich came to office as an insurgent. He has made a career out of attacking Congress as a corrupt institution, an argument that a majority of the people now seem to have accepted.

Dole made his mark by working through the system.

But other observers believe that, politics, background and styles aside, their differences may simply result from the inevitable friction between two proud, powerful and sharp-tongued men who don't suffer fools gladly.

"In fact," said a Republican strategist, "neither one of them suffers average people very well."

6 Wednesday, December 18, 1991

Dole defends provision to fund two highway projects

By The Associated Press

WASHINGTON — Senate Minority Leader Bob Dole, R-Kan., on Tuesday defended a provision he placed into highway legislation to earmark \$73.6 million in federal money for two road projects.

Cities in Kansas would have received a share of the money had it not been set aside for the two projects. However, Dole complained that news reports were misleading when they suggested that communities will lose any federal road money.

Dole made his comments in a letter sent to Mike Johnston, secretary of the Kansas Department of Transportation. A copy of the letter was released by Dole's office in Washington.

"You and I know that under this bill, the entire state of Kansas (is) a winner," Dole wrote.

Dole inserted a provision in recently passed highway legislation that sets aside \$73.6 million to finance construction of a highway bypass in Hutchinson and widening U.S. 81 from Concordia to the Nebraska border.

Without the Dole provision, the \$73.6 million would have gone to the state and local governments for various highway programs. State officials estimate that at least \$18 million of it would have automatically been distributed to Kansas cities with more than 5,000 population.

Dole to undergo prostate surgery

By The Associated Press

WASHINGTON — Senate Minority Leader Bob Dole, R-Kan., was admitted Tuesday to a Washington hospital for surgical treatment of a prostate problem.

Dole's office issued a terse statement, saying the surgery was scheduled for this morning at Walter Reed Army Medical Center. He is expected to remain in the hospital for a week.

Walt Riker, Dole's press secretary, said he was unable to provide details on the extent of the problem or whether it involved

cancer. A complete disclosure will be made after the surgery, he said.

Dole had been considering treatment options for several weeks, Riker said. The senator worked in his Capitol Hill office for most of the day and was driven to the hospital in the afternoon.

Dole, 68, has not announced whether he will seek re-election in 1992. He was first elected to the Senate in 1968 and before that he served in the House for eight years.



Dole

more than 5,000 population.

Johnston said Tuesday that he was not able to respond to Dole's letter immediately. However, he confirmed that because of Dole's provision, some cities in Kansas will receive less highway money than they otherwise would have under the legislation.

Dole wrote that it was not accurate that cities would be penalized by his provision.

Walt Riker, a Dole spokesman, said cities and the state would receive more highway money overall during the next six years under the highway bill even with the provision earmarking the \$73.6 million for the Hutchinson and U.S. 81 projects.

In general, the highway legislation

will provide more federal money to all states during the next six years. Kansas is estimated to receive \$1.3 billion in federal road money, averaging about \$216 million a year.

Johnston said last week that he was grateful that Kansas lawmakers, including Dole, had worked to help the state receive more highway money. But the state would have preferred that no individual road projects be earmarked.

The Hutchinson bypass and the U.S. 81 project were not financed in a comprehensive highway program unveiled last year by the Kansas Department of Transportation. The state program does include money to widen U.S. 81 to four lanes from just south of Minneapolis to Concordia.

Hutchinson News Wednesday, Dec. 18, 1991 Page 6

Dole defends action on road bill

By Barry Massey
Associated Press Writer

WASHINGTON — Senate Minority Leader Bob Dole, R-Kan., on Tuesday defended a provision he placed into highway legislation to earmark \$73.6 million in federal money for two road projects.

Cities in Kansas would have received a share of that money had it not been set aside for the two projects. However, Dole complained that news reports were

misleading when they suggested that communities will lose any federal road money.

Dole made his comments in a letter sent to Mike Johnston, secretary of the Kansas Department of Transportation.

"You and I know that under this bill, the entire state of Kansas (is) a winner," Dole wrote. A copy of the letter was released by Dole's office in Washington.

Dole inserted a provision in re-

cently passed highway legislation that sets aside \$73.6 million to finance construction of a highway bypass in Hutchinson and widening of a portion of U.S. 81 in north-central Kansas.

Without the Dole provision, the \$73.6 million would have gone to the state and local governments for various highway programs. State officials estimate that at least \$18 million of it would have automatically been distributed to Kansas cities with over 5,000 population.

Johnston, in an interview Tuesday, said he was not able to respond to Dole's letter immediately. However, he confirmed that because of Dole's provision some cities in Kansas will receive less highway money than they otherwise would have under the legislation.

Dole wrote that it was not accurate that cities would be penalized by his provision.

Walt Riker, a Dole spokesman, said cities and the state would receive more highway money overall during the next six years under the highway bill even with the provision earmarking the \$73.6 million for the Hutchinson and U.S. 81 projects.

In general, the highway legislation will provide more federal money to all states during the next six years. Kansas is estimated to receive \$1.3 billion in federal road money, averaging about \$216 million a year. The state received about \$735 million in highway aid during the past five years, an average of \$147 million a year.

Johnston, in an interview last week, said he was grateful that Kansas lawmakers, including Dole, had worked to help the state receive more highway money. But Johnston said the state would have

preferred that no individual road projects be earmarked for money by the federal legislation so that the department could set the priorities for highway construction. State and local governments generally are required to provide 20 cents for each \$1 of federal money spent on a road project.

The Hutchinson bypass and the U.S. 81 project, which calls for widening the road to four lanes from Concordia to the Nebraska border, were not financed in a comprehensive highway program unveiled last year by the Kansas Department of Transportation.

Dole wrote, "Hard working local officials should not stop fighting to upgrade their roads just because KDOT did not put their projects on its wish list."

In a postscript to the letter, Dole told Johnston: "Should KDOT decide Kansas can't handle these additional funds, I'm certain some other state would like them."

Despite his complaints, Dole pledged in the letter to try to obtain more federal money to help fully pay for the individual Kansas road projects earmarked in the highway bill.

Dole secured money for three projects in the bill and said they will require a "minimum possible state share." For example, Dole set aside \$48.4 million in the legislation for the Hutchinson bypass, which covers the total estimate cost of construction. Some state and local matching monies will be needed, however, in order to spend the federal dollars.

THE WICHITA EAGLE Wednesday, December 18, 1991

Dole hospitalized for surgery to diagnose prostate condition

By Angella Herrin
Eagle Washington bureau

WASHINGTON — Senate Republican Leader Bob Dole will undergo surgery today for a prostate condition at Walter Reed Army Medical Center.

Aides to the Kansas Republican released a brief statement when the 68-year-old Dole was admitted to the hospital Tuesday afternoon, but did not provide details about the operation or whether a diagnosis of cancer might be involved.

"We want to stress this is an elective surgery the senator chose to do on his own timetable, when the Senate was not in session," said Dole aide Walt Riker. "It would be improper now to speculate about what this is, so we'll let the experts handle that tomorrow, when we have a diagnosis."

Dole underwent an extensive battery of health tests early last fall, but Riker said the prostate problem was discovered recently. Dole studied a wide range of options for several weeks,

Sen. Bob Dole's re-election decision reportedly is not related to prostate surgery.



Riker said.

"We don't think it warranted any speculation or undue concern," Riker said.

The prostate is a gland which surrounds the neck of the bladder and the urethra in men. A major concern when symptoms of a prostate problem appear is prostate cancer.

Prostate cancer is the second-most common form of cancer among men, after skin cancer, according to the

American Cancer Society. One in 11 men develop prostate cancer. It may be treated with surgery alone, or with drugs or radiation and, when detected early, has one of the highest survival rates.

Dole's operation is scheduled to last two to three hours. Dole could be hospitalized for up to a week, Riker said. The medical tests earlier this year showed Dole was in "excellent condition," he said, and should have no difficulties with the surgery.

Dole worked in his Capitol Hill office for most of the day and was driven to the hospital in the afternoon. "Dole's fourth term in the U.S. Senate is up next year, but Dole has not announced whether he will seek re-election. Earlier this year, Dole said he would announce by Labor Day, but then later said he would push back a decision until the end of the year. Riker said Dole had not delayed his decision because of the surgery."

"I don't think that is a factor. He's been very honest about all the factors he had been considering," Riker said.